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engaging portion from the braking position and to maintain the engaging portion out of the braking position.

A2

6. (Amended) The assembly of claim 5, wherein the arm rotates about an axis of the arm and the rotation of the arm causes linear movement of the support.

12. (Amended) A method of controlling a vehicle parking brake that is spring activated, comprising the steps of:

A3

(A) permitting the spring to bias the parking brake into a braking condition;

(B) selectively releasing the parking brake by electrically powering an electrical actuator that causes movement of the spring against the bias of the spring; and

(C) maintaining a force using the electrical actuator to keep the parking brake released against the bias of the spring.

Please add the following new claims:

Sub d3

A4

15. (New) A vehicle driveline parking brake assembly, comprising:

- a moveable driveline component;
- a stationary driveline component that remains stationary relative to another portion of a vehicle;
- a braking member associated with the moveable driveline component such that the braking member remains stationary relative to the moveable driveline component;

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an engaging portion associated with the stationary driveline component, the engaging portion is selectively movable into a braking position where the engaging portion engages the braking member;

a spring that biases the engaging portion into the braking position; and

an electrically powered actuator that selectively move the spring and releases the engaging portion out of the braking position.

Q4
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16. (New) The assembly of claim 15, wherein the braking member comprises a drum that is fixed for rotation on a driveline shaft that is rotatable relative to the stationary driveline component.

17. (New) The assembly of claim 15, wherein the electrically powered actuator maintains the spring in a compressed position to keep the engaging portion out of the braking position.

18. (New) The assembly of claim 15, wherein the engaging portion is at least partially supported on a transmission housing such that when the engaging portion moves into the braking position, the braking member and the associated moveable driveline component does not move relative to the transmission housing.

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19. (New) The assembly of claim 15, wherein the engaging portion is at least partially supported on an axle assembly such that when the engaging portion moves into the braking position, the braking member remains stationary relative to the axle assembly.

20. (New) The assembly of claim 15, wherein the braking member comprises a drum housing, the engaging portion comprises a duplex cam having brake pads that are moveable in a generally outward direction to selectively engage an inner surface on the housing and the spring bias moves toward the engaging portion to move the brake pads in the outward direction.
